

large dimensions notched on caps placed far apart. The timber had cracked and warped from the sun. After about three hundred feet of straight track the road crossed the Lackawaxen Creek on trestle work about thirty feet high, and with a curve of about three hundred fifty to four hundred feet radius. The impression was very general that the iron monster would break down the road, or that it would leave the track to the curve and plunge into the creek. My reply to these apprehensions was that it was too late to consider the possibility of such occurrences; that there was no other course but to have a trial made of the strange animal which had been brought here at great expense, but that it was not necessary that more than one should be involved in its fate; that I would take the first ride along, and the time would come when I would look back upon the incident with great interest.

"As I placed my hand on the handle I was undecided whether to move slowly or with a fair degree of speed, but, holding that the road would prove safe, and

proposing, if we had to go down, to go handsomely and without any evidence of timidity, I started with considerable velocity, passed the curve over the creek safely, and was soon out of hearing of the cheers of the vast assemblage present. At the end of the two or three miles I reversed the valve and returned without accident to the place of starting, having made the first locomotive trip in the western hemisphere."

Shortly after this trip the tracks were strengthened by the addition of more cross ties, and Allen made another trial about a month later, but again he recommended further strengthening before it would be safe to put the locomotive into regular service. However, for some reason the "Stourbridge Lion" was never again used on rails and for a while it lay stored in a shed in Honesdale, then it was dismantled, the boiler taken to Carbondale, where it was used in the company shops and later sold, but the original engine has now been re-assembled and partly reconstructed and is housed in the Smithsonian Institution in Washington, D. C.

Horatio Allen Eminent Engineer

A word here about Horatio Allen would not be out of place for he was one of the outstanding civil engineers of his time. In addition to having the honor of being America's first locomotive engineer he built the famous reservoir at 42nd Street and Fifth Avenue in New York where the Public Library now stands. Another of his achievements was the construction of High Bridge which carried the Croton Aqueduct across the Harlem River to New York City and in 1846 was elected its president. He died in East Orange, N. J., on January 1, 1890.

In December, 1829, when freezing weather brought the first full year of operation of the Canal to a close, the prospects for the following year seemed to be good but, unfortunately, some of the coal which had been sold on the New York market had been of such poor quality that the standing of the company was seriously prejudiced. As a result only forty-three thousand tons were sold during 1830, far from the company's expectations and, when in 1831, the increase, while better, was again not what had been expected, the managers began to make efforts to interest the New England market.

In April of 1830 the "Wallenpaupack Improvement Company" was incorporated by the State of Pennsylvania. This company, which seems to have had only local backing, proposed to construct a railroad from the mines near Slocum Hollow (Scranton) on the Lackawanna River to "the forks of the Wallenpaupack," a distance of sixteen miles, and from that point a canal of series of slackwater pools to the head of the falls at Wilsonville, a distance of about eighteen miles, according to their calculations. From Wilsonville, they proposed to construct a gravity railroad down the steep hillside, crossing the Lackawaxen River on a trestle to a junction with the D. & H. at Paupack Eddy. The cost of operating over such a route could be prohibitive for the cargo would have had to be handled four times en route. First after being loaded onto gravity cars at the mine the coal would have had to be transferred to canal boats from which, upon reaching Wallenpaupack Falls, it would again have to be laboriously shoveled into the second gravity cars for the mile-and-a-half trip down to the D. & H. Finally because the early D. & H. boats were not seaworthy enough to venture regular upon the Hudson River a transfer would be necessary at Roundout.

It seems fortunate for those who might have invested in the scheme that these plans never materialized.

In spite of the difficulties and the setbacks which the company had undergone, President Bolton, in a letter written December 12, 1830, said:

"As a measure of economy, time was taken last spring to put the canal in the best possible condition, which deferred the opening until the 20th of April and the very slight interruptions which have occurred in the navigating proves the good judgment of our chief engineer, Mr. Jervis—it has now become a substantial work and all exposed parts have been well secured. They have recently been sub-

jected to a very severe test as a heavy fall of snow was succeeded by several days of incessant rain. The Delaware and Lackawaxen Rivers rose with great rapidity. The former, at our crossing place, twelve feet in twenty-four hours but the only injury sustained was on the Lackawaxen by water passing through a slope wall and washing some of the bank into the canal which was repaired at an expense of \$15.00. This detail is given in consequence of doubt having been expressed of the stability of our work in an official memorial to the legislature in 1829."

With reference to the cost of repairs which Mr. Bolton mentioned, it is safe to say that the cost of the same work today would exceed \$200.

Rivalry With Raftsmen

We have in this letter a reference to the old antagonism with the raftsmen and it is in this connection that the copy of the final draft of the resolutions dated February, 1830, is of interest. The controversy between the D. & H. and the raftsmen had now become so serious that Philip Hone was called upon to lay aside his affairs and go to Honesdale where he arrived February 15, 1830, and the following day set out in a cavalcade of fifty persons representing both factions as well as the Pennsylvania Legislature. They proceeded along the tow path, followed the Lackawaxen River to the Delaware, view-

ing the alleged obstructions as they went.

The following day Hone and his party returned to Honesdale along the towpath while the legislative party returned to Harrisburg by way of the lower Delaware but it was fortunate, Hone records in his diary, that the rafting interests returned by a different route for their leader, a Mr. Meridith, had been hung in effigy at several points. As a result of this trip it was determined that the claims of the raftsmen were baseless for the navigation of the Lackawaxen had been improved rather than impeded.

To add to the worries of the builders of the new canal the Legislature of the State of New York chartered the Hudson & Delaware Railroad on April 19, 1830, to be built from Newmurch to Carpenter's Point (Port Jervis) from which point it was to cross into Pennsylvania and continue up the Delaware and Lackawaxen Rivers passing through Cobb's Gap which, their engineers reported, was "300 feet lower than the Rix's Gap, the pass over which the railroad of the Delaware and Hudson Canal Company is carried." By this route, they claimed, a load of coal could reach New York City in twenty-four hours. Fortunately for the D. & H. the road was never built and no competing railroad entered the Lackawaxen Valley until thirty-five years later.